There are approximately 350 engines with the affected serial numbered disks in the worldwide fleet. The FAA estimates that 175 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per engine to accomplish the required actions, and that the average labor rate is $60 per work hour. Required parts will cost approximately $18,000 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $3,255,000.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action: (1) Is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95–07–02 AlliedSignal Inc.: Amendment 39–9181. Docket 94–ANE–42.

Applicability: AlliedSignal Inc. (formerly Garrett Turbine Engine Company) TFE731–3, –3A, –3AR, –3B, –3BR, and –3R turbofan engine models installed on but not limited to Avions Marcel Dassault Falcon 50, Lockheed 1329–23, –25 series (731 Jetstar, Jetstar II), Israel Aircraft Industries (IAI) Ltd. 1124 (Westwind), Raytheon Corporate Jets Inc. (formerly British Aerospace) (BAe) DH/HS/BH 125 series, Learjet 55 series, Cessna 650 Citation III, VI, Sabreliner NA–265 series (Sabreliner 65). This airworthiness directive (AD) is not applicable to TFE731–3A–300G and TFE731–3AR–200G engines installed on IAI 1125 Westwind Astra aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent a low pressure turbine (LPT) disk web separation, which may result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Remove from service first and second stage LPT disks, with Part Numbers (P/N) 3072351–(), 3072542–(), 3073113–(), and 3073114–(), where () denotes any dash number, identified by serial number in the Compliance Sections of AlliedSignal Aerospace Alert Service Bulletin (ASB) No. TFE731–A72–3544, dated October 8, 1993, and AlliedSignal Aerospace ASB No. TFE731–A72–3557, dated May 12, 1994, within 1,500 hours time in service (TIS) after the effective date of this AD, or at the next removal of the LPT assembly, whichever occurs first, in accordance with the Accomplishment Instructions of AlliedSignal Aerospace ASB No. TFE731–A72–3544, dated October 8, 1993, and AlliedSignal Aerospace ASB No. TFE731–A72–3557, dated May 12, 1994, and replace with serviceable disks.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) The removal and replacement of the affected disks shall be done in accordance with the following AlliedSignal Aerospace ASB's:

Document No.	Pages	Date
ASB No. TFE731–A72–3544. Total Pages: 10.	1–10	Oct. 8, 1993.
ASB No. TFE731–A72–3557. Total Pages: 12.	1–12	May 12, 1994.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Inc., Aviation Services Division, Data Distribution, Dept. 6403/2102–201, P.O. Box 29003, Phoenix, AZ 85038–9003; telephone (602) 365–2548, fax (602) 365–2210. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on June 19, 1995.

Issued in Burlington, Massachusetts, on March 22, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95–8827 Filed 4–17–95; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 94–NM–152–AD; Amendment 39–9194; AD 95–08–05]

Airworthiness Directives; British Aerospace Model BAe 146–100A, –200A, and –300A, and Model Avro 146–RJ70A, –RJ85A, and –RJ100A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain British Aerospace Model BAe 146–100A, –200A, and –300A series airplanes, that currently requires repetitive inspections of the attachment bolts and nuts in the rear spar root joint attachment fittings at wing rib 2 for integrity of nuts, tightness of bolts, and/or fuel leaks; and repair, if necessary. That AD was prompted by fuel leaks from bolt positions on the rear spar attachment fitting at wing rib 2. This amendment provides for an optional terminating modification for the repetitive inspections, and expands the applicability of the existing AD to include additional airplanes. The actions specified by this AD are intended to prevent fuel leaks and a subsequent fire.

DATES: Effective on May 18, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 18, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from British Aerospace Holdings, Inc., Avro International Aerospace Division, P.O. Box 16039, Dulles International Airport, Washington, DC 20041–6039. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2148; fax (206) 227–1320.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 90–08–15, amendment 39–6577 (55 FR 13757, April 12, 1990), which is applicable to certain British Aerospace Model BAe 146–100A, –200A, and –300A series airplanes, was published in the **Federal Register** on November 29, 1994 (59 FR 60924). The action proposed to supersede AD 90–08–15 to continue to require repetitive visual inspections for integrity of nuts, tightness of bolts, and/or fuel leaks of the outboard vertical row of fasteners at the left- and right- hand of the rear spar root joint attachment fittings. The action proposed to provide for an optional terminating modification for the repetitive inspections. Additionally, the action proposed to expand the applicability of the existing AD to include additional airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposed rule.

One commenter requests that NOTE 1 of the proposal be revised to allow carriers with Special Federal Aviation Regulation (SFAR) 36 authority to make a determination whether a repair modification or alteration provides an equivalent level of safety. The FAA does not concur. As discussed in the proposal, the referenced note is merely an explanation of the legal effect of the applicability statement (i.e., all airplanes identified in that statement are subject to the requirements of the AD). Since the note is simply informational, it cannot be revised to ''allow'' operators to make determinations that they are not otherwise allowed to make. The note directs operators (that have airplanes with altered or repaired configurations) to the provisions of paragraph (d) of the AD, which allows them to obtain approval of an alternative method of compliance (AMOC) with the AD. The FAA infers that the commenter is actually requesting that operators holding SFAR 36 authorizations be allowed, in essence, to approve their own AMOC's. The FAA has assigned a task to the Aviation Rulemaking Advisory Committee (ARAC) to review the AMOC process and to recommend improvements to it. The issue of whether the FAA should delegate its authority to approve AMOC's is being addressed in that context. The FAA will consider ARAC's recommendations once they are received. Therefore, the FAA considers any action on this subject to be premature until ARAC has submitted its recommendations.

The FAA has reviewed the applicability of the proposal and has determined that referencing both British Aerospace Service Bulletin SB 57–33, dated August 31, 1989, and Avro International Aerospace Service Bulletin S.B. 57–33, Revision 3, dated September 16, 1994, is unnecessary. Revision 3 of the Avro service bulletin includes the same airplanes listed in the effectivity listing of the original version of that service bulletin, as well as those listed in the British Aerospace service bulletin. Therefore, the FAA has revised the applicability statement of the final rule to reference only Revision 3 of the Avro service bulletin.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 11 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required actions, and that the average labor rate is $60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $1,320, or $120 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–6577 (55 FR 13757, April 12, 1990), and by adding a new airworthiness directive (AD), amendment 39–9194, to read as follows:

95–08–05 British Aerospace Regional Aircraft Limited, Avro International Aerospace Division (Formerly British Aerospace, plc; British Aerospace Commercial Aircraft Limited): Amendment 39–9194. Docket 94–NM–152–AD. Supersedes AD 90–08–15, Amendment 39–6577.

Applicability: Model British Aerospace Model BAe 146–100A, –200A, and –300A

series airplanes, and Model Avro 146–RJ70A, –RJ85A, and –RJ100A series airplanes; as listed in Avro International Aerospace Service Bulletin S.B. 57–33, Revision 3, dated September 16, 1994; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent fuel leaks and a subsequent fire, accomplish the following:

(a) For airplanes listed in British Aerospace Service Bulletin SB 57–33, dated August 31, 1989: Within 12 months after May 21, 1990 (the effective date of AD 90–08–15, amendment 39–6577), visually inspect for integrity of nuts and tightness of bolts, and/or fuel leaks of the outboard vertical row of fasteners at the left- and right-hand of the rear spar root joint attachment fittings, in accordance with British Aerospace Service Bulletin 57–33, dated August 31, 1989; Revision 1, dated October 29, 1993; Revision 2, dated February 16, 1994; or Revision 3, dated September 16, 1994. Repeat the inspection thereafter at intervals not to exceed 4,000 landings.

(1) If no defects are found, prior to further flight, reinstall the left- and right-hand wing-to-fuselage fairing panels in accordance with the service bulletin.

(2) If any defect is found, prior to further flight, repair suspect and leaking fasteners, in accordance with the service bulletin.

(b) For airplanes listed in Avro International Aerospace Service Bulletin S.B. 57–33, Revision 3, dated September 16, 1994, and not subject to paragraph (a) of this AD: Within 12 months after the effective date of this AD, visually inspect for integrity of nuts and tightness of bolts, and/or fuel leaks of the outboard vertical row of fasteners at the left- and right-hand of the rear spar root joint attachment fittings, in accordance with Avro International Aerospace Service Bulletin S.B. 57–33, Revision 1, dated October 29, 1993; Revision 2, dated February 16, 1994; or Revision 3, dated September 16, 1994. Repeat the inspection thereafter at intervals not to exceed 4,000 landings.

(1) If no defects are found, prior to further flight, reinstall the left- and right-hand wing-to-fuselage fairing panels in accordance with the service bulletin.

(2) If any defect is found, prior to further flight, repair suspect and leaking fasteners in accordance with the service bulletin.

(c) Modification of the rear spar root joint attachment fittings at wing rib 2 in accordance with Avro International Aerospace Service Bulletin S.B. 57–33, Revision 1, dated October 29, 1993; Revision 2, dated February 16, 1994; or Revision 3, dated September 16, 1994; constitutes terminating action for the repetitive visual inspections required by this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The actions done in accordance with British Aerospace Service Bulletin SB 57–33, dated August 31, 1989, including Appendix A; Avro International Aerospace Service Bulletin S.B. 57–33, Revision 1, dated October 29, 1993; Avro International Aerospace Service Bulletin S.B. 57–33, Revision 2, dated February 16, 1994; or Avro International Aerospace Service Bulletin S.B. 57–33, Revision 3, dated September 16, 1994; as applicable. Revision 3 of Avro International Aerospace Service Bulletin S.B. 57–33 contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1–3	3	Sept. 16, 1994.
4–6	2	February 16, 1994.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Holdings, Inc., Avro International Aerospace Division, P.O. Box 16039, Dulles International Airport, Washington, DC 20041–6039. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on May 18, 1995.

Issued in Renton, Washington, on April 5, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–8825 Filed 4–17–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–SW–06–AD; Amendment 39–9201; AD 95–08–12]

Airworthiness Directives; Eurocopter Deutschland GmbH (ECD) Model MBB-BK 117 A–1, A–3, A–4, B–1, B–2, and C–1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Eurocopter Deutschland GmbH (ECD) Model MBB-BK 117 A–1, A–3, A–4, B–1, B–2, and C–1 helicopters, that requires a modification of the latches on the transmission and engine cowling access doors. This amendment is prompted by five occurrences of an engine or transmission cowling access door becoming loose in flight. The actions specified by this AD are intended to prevent the transmission and engine cowling access doors from opening in flight, being struck by the main rotor blade, and subsequently, separating from the helicopter and being ingested by the main rotor or tail rotor system resulting in a loss of control of the helicopter.

DATES: Effective May 23, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 23, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053–4005. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5116, fax (817) 222–5961.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal